Then He and Assistant Grand Chief Youngson Will Meet -- Engineers Less Aggressive Yesterday-No Ultimatum Prepared -Mr. Sage Hopeful for Peace

There will be no strike of the Manhattan Elevated Railroad engineers until next week in any event. Vice-President Skitt of the company will not return to New York before Monday and under the rules of the Brotherhood of Locomotive Engineers no strike can be declared until a representative of the brotherhood has made an effort to settle matters amicably with the company.

The questions on which the strike hangs can only be settled by Mr. Skitt and, until he has been seen, A. B. Youngson, assistant grand chief of the brotherhood, will take no definite steps looking to a strike.

Both Mr. Youngson, and the representatives of the engineers with whom he conferred at the Broadway Central Hotel, talked less aggressively yesterday, although it was admitted that many of the engineers are in favor of a strike to enforce their demands. If Mr. Youngson should fail to reach an agreement with Mr. Skitt and should call a meeting to act on the strike this element would become

At the office in the Western Union Building of Vice-President Skitt of the Manhattan Elevated Railroad Company it was said that Mr. Skitt probably will be back on Monday. It was also stated that there was no reason to believe that Mr. Skitt would refuse to confer with Mr. Youngson as the representative of the engineers. President Gould is not expected back before Wed pesday or Thursday of next week.

A Sun reporter found Russell Sage in the Western Union Building yesterday. He said that the did not believe there would

"A strike would be very unfortunate at this time," he added. "It would disturb the feeling of confidence which has grown up between the company and the travelling public. Every effort is now being made extend the service and make travelling on the elevated railroads more convenient and comfortable, and a strike just now when matters are in a transitional state would be very deplorable."

Mr. Sage said that as a director of the road he kept in touch with its general policy, but all the nealings with the men and the general details were left to Vice-President Skitt. President Gould would not interfere in any dealings with the men.

"Mr. Skitt," he said, "has the full confidence of the company and Mr. Gould would not interfere unless he did something to cross the current-something at variance with the policy of the road. I have heard no complaints from the men myself and had not thought there would be any dissatisfaction. I do not believe there will be any strike, however, and think the strike talk will blow over. I should be very sorry to believe that there will be a strike and that the friendly relations between the company and the men will be severed."

A new feature yesterday in the conferences at the Broadway Central Hotel between the representatives of the firemen and engineers and the grand officers of their respective organizations was a separate meeting of the firemen. If there is to be settlement the firemen want to know meeting of the nremen. It there is to be a settlement the firemen want to know where they come in. Many of the former firemen are now conductors at their old wages of \$2.50 a day, a dollar less than the engineer-motormen receive. In case of a strike it is thought that the firemen may be pressed into service as motormen.

be pressed into service as motormen.

Assistant Grand Chief Youngson had a conference with the representatives of the engineers and the motormen in the forence, at which the representatives of the firemen were present. The new agreement was gone over again, and the radical and conservative elements in the comand conservative elements in the com-mittee manifested themselves. Mr. Youngson, after the conference was

over, looked anxious and took a downtown Broadway car, accompanied by W. J. Smith, representing the Second avenue engineers, and Andrew McFarlane, representing the employees of the Sixth avenue line. Later he said that he had gone downtown simply to make a call on Vice-President Willard of the Erie Railroad, whom he knew, but whom he did not see.

He denied statements that the firemen were dominating the engineers and motormen in the negotiations, and that he talked as if there would be a strike. looked anxious and took a downtov

as if there would be a strike.

"As THE SUN quoted me," he said, "I simply told the reporters that if by a two-thirds vote the men decided to strike I would sanction the strike. I believe, however, that a strike is very unlikely. I am under the impression that we can arrange matters annicably. I have no idea that there will be a strike. The initial movement in the ordering of a strike could not be taken, anyway, until I have seen Mr. Skitt "

Asked if he thought Mr. Skitt had any notive in absenting himself at this time,

"I do not think anything of the kind, believe Mr Skitt and the other officials of the road to be gentlemen, who will confer courteously with any one representing the

our course with any one representing the employees."

Mr. Youngson would not say whether or not any modifications had been made in the schedule of twenty-three demands or whether any of them had been eliminated. There was nothing, he said, in the report that an ultimatum had been agreed on to be submitted to Mr. Skitt on Monday.

T. M. Pierson, second vice-president of

T. M. Pierson, second vice-president of the Order of Railway Telegraphers, who came here to look into some troubles of the Manhattan Railway telgeraphers, said yesterday that there was no truth in reports that he telegraphers were likely to strike. The hole trouble arose over the dismissal of our men, he said, and these were likely to be

reinstated.
Conductors and guards on the Second and Third avenue lines who were seen yesterday did not take seriously the grievances of the engineer-motormen. They said the latter did not know when they were well off and had little reason to complain.

EAST SIDE ELEVATED TIED UP. Trouble in the Power House Gives a Forefaste of What a Strike Would Mean.

I ptown folks who use the East Side elevated roads in going to and from business got a taste yesterday morning of what they would have to endure should the engineers and motormen in the employ of the Manhattan Railway Company decide to strike and succeed in tying up the road. Just before 7 o'clock there was an accidental shut-off of the power in the Seventy-fourth street power house, which supplies power for all of the electric trains which run on the Second and Third avenue roads, and it was three-quarters of an hour before repairs were made and trains could be operated

The morning rush hours on the elevated roads begin about 7 o'clock. Yesterday thousands of people were unable to come downtown by their usual route. There was no warning of the breakdown, and it caught a dozen or more trains between stations. The few steam trains out had o stop of course, because there was no way of getting around the stalled electric trains. Trainmen and station men thought that the shut-off of power was only momentary, so they allowed the station plat-forms to fill until word was sent around traffic would be suspended for some me and that no more tickets were to be old. Then ticket choppers very con-iderately went to the foot of the station stairs and told people coming up that they would have to get downtown some other

way.

ELEVATED STRIKE HANGS FIRE

and continued their journeys downtown by the West Side elevated trains. Others came down on the East Side surface lines. There was a lot of grumbling among the passengers, especially those who had bought tickets and dropped them in the boxes before being informed that no trains were running.

boxes before being informed that no trains were running.

The hundreds who were caught in trains between stations had the choice of leaving them and walking along the tracks, or remaining in them until traffic was resumed. It was not until positively assured that the third rail was dead and that there was no improdiate prospect of it coming to life. immediate prospect of it coming to life, that many folks would leave the trains. Then they took good care to walk along as far as possible from the third rail. Many stayed in the cars until the blockade was raised.

Although trains began to many trains in the care was in the care with the care was in the care was a second to the care was a seco

Although trains began to move again at 7.45 o'clock, they only went ahead by fits and starts and it was 8:30 o'clock before either elevated road was running on schedule time again. The effect of the blockade was fairly to swamp the other lines, surface and elevated. It showed, better than anything could, the difficulties that would be encountered should the Man-hattan system be tied up by a strike.

MAYOR'S EYE ON VOTES -JEROME. And District Attorney's Staff Think It's of

Little Use to Prosecute Police Charges. District Attorney Jerome had this to say resterday about Mayor Low's "police talk" of Thursday

"The Mayor's position is very plain; he believes that the excise laws should be enforced, but only to the extent of not

That was all Mr. Jerome would say. Those members of his professional staff who are concerned with police prosecutions figured that, according to the Mayor, it is no one's business what illicit traffic in liquor is carried on or what disorderly assemblages are held as long as they are concealed from the public, a view which seemed to them to accord with Comptroller Grout's recent contention that the police or the District Attorney had no right to spend the public money in ferreting out secret vice. Justice Greenbaum of the Supreme Court disagreed with Mr. Grout on this point when the case came before him.

It is felt in the Distirct Attorney's office that convictions are not likely to follow that convictions are not likely to follow-trials by jury of policemen accused of allow-ing violation of the excise laws in their precincts, of permitting disorderly houses to exist or of any similar neglect of duty. It is also doubtful if the charges of neglect of duty which have been prepared against Capt. Delaney of the East Thirty-fifth street station will now be pressed. Delaney is in charge of the precinct in which is situated Sherman's Hotel, where County Detective McLellan shot James McCoy in a poolroom

McLellan shot James McCoy in a poolroom raid.

There is also pending an indictment against Capt. Foody of the West Thirty-seventh street station, who is accused of neglect of duty in his precinct in permitting saloons to be open on Sunday.

"If the Mayor's views are sound law," said an assistant District Attorney yesterday, the Court of General Sessions may be expected to dismiss the indictment because the evidence in the case was obtained by county detectives in plain clothes and it was of a nature that could hardly have been obtained by a policeman in uniform."

Police Commissioner Partridge had nothing to say concerning Mayor Low's discussion of police affairs beyond admitting that the views expressed by the Mayor were practically his own. He said that, as far as he could remember, the Mayor and he, simultaneously and independently of each other, had perceived the necessity for having a Chief of Police.

THREE COPS DISMISSED. Neglect of Duty the Reason, Coupled With

Patrolmen Adolph Forster of the Tenderloin station, Patrick Begley of the Macdougal street station and William F. Gredel of the Bedford avenue station, Brooklyn, were yesterday dismissed from the force after having been found guilty of neglect of duty. Forster was caught taking a nap of two and a half hours in Proctor's Twenty-third Street Theatre. Begley was one of four men who, about a month ago, appeared for trial in bad shape. On ago, appeared for trial in bad shape. On Thursday he was again arraigned for ab-

THURSTON GETS A MEDAL.

Has Served Twenty-five Years Continuously in the National Guard.

Deputy Police Commissioner Thurston received yesterday the State medal given for twenty-five years of continuous service in the National Guard. The medal is of gold in the form of a Maltese cross, sus-pended by a red ribbon from a gold cross-bar. In twenty-five years Col. Thurston has never missed a roll call without leave.

Reinstatement Suit Against Partridge.

The detective sergeants promoted by Police Commissioner Murphy in 1901 and recently reduced to roundsmen and patrolmen by Police Commissioner Partridge intend to test the legality of the reduction. and Edward J. Burns has begun an action against Col. Partridge and the members of the Municipal Civil Service Commission to compel them to reinstate him as a de tective sergeant. Abraham Gruber is his

He Had Neglected to Notify the Police of His Unexpected Return.

BROKER NASH'S HOME INVADED.

James R. Nash, a Wall Street broker, who lives at 111 East Thirty-seventh street, went to the White Mountains with his family at the beginning of the summer. Before he left he asked Capt. Delaney of the East Thirty-fifth street station to keep a special watch on his house. He made this request because a year ago, while in Europe with his family, burglars got into his house.

Mr. Nash returned home unexpectedly last night. About 10 o'clock a vigilant cop named McQueeny saw a light on the second floor of Mr. Nash's house. He hurried to the station and told Capt. Delaney

Delaney turned out the reserve Capt. Delaney turned out the reserves and posted men in the front and the rear and on the roofs of the adjoining houses. Then Roundsman Quinn climbed to the second story window and jumped in. The light had been put out. The roundsman prowled around in the dark room until he found a man in bed. He awakened be add the man very much scared said: him and the man, very much scared, said:
"I'm Mr. Nash. I'm the owner of this

Capt. Delaney was called in and he recog-"I beg your pardon, Mr. Nash," he said, for disturbing you."
"I apologize to you," replied Mr. Nash, coming into my house without first

NO TRACE OF OGDEN.

notifying you.

Bellef Grows That the Sick Student Must Have Taken His Life.

The search for Wilberforce Ogden, 21 years old, who disappeared from his father's home in Chatham, N. J., on Monday, has brought forth no results. The impression that he has committed suicide is general, for it seems improbable that he could go far half clad, half blind and feverish withfar half clad, half blind and feverish with-out attracting attention. Circulars de-scribing the young man and offering a reward for news of him have been widely circulated by his father, William Ogden of J. M. Quinby & Co., carriage builders in Newark. Mr. Ogden has gone without sleep for several nights while directing the search for his son. The young man broke down under his studies in the Ver-mont Theological Seminary and has been mont Theological Seminary and has been home since April in care of a nurse.

NEW SIGNALS TRIED IN TUNNEL NEW YORK CENTRAL FINDS THEM

GOOD AND MAY USE THEM. Successful Test of the Miller Electric System in Which the Signal Lights Are on the Engine -If Adopted, Block

Signals Will Still Be Maintained.

Although no final agreement has been made, the New York Central Railroad has practically decided to install the Miller visible engine signal and track circuit, on all its trains running through the Park avenue tunnel. Yesterday the first open test of the system was made. A numbe of the New York Central officials, as well as the officials of other railroads interested in the development of the engine signal invented by Mr. Miller, made the trip through

the tunnel on engine 28, the Central's ob

servation engine. The test was successful in every war the engine signals working perfectly and duplicating the block signals, which, however, are not to be abandoned when the engine signals are put generally in use. Although, as long as the block signals are accurately set, the Miller engine signal will follow them, one of the strongest recommendations in favor of the new signal, is that it will refuse to follow the block signals if, for any reason, the latter are naccurately set. Mr. Miller asserts and the Central officials agree with him, that his signal is absolutely reliable and cannot go wrong

The trip to Mott Haven and back through he tunnel consumed an hour. Those on the observation engine were George H. Daniels, general passenger agent of the Central; Ira A. McCormack, assistant manager of the Harlem line of the Park avenue tunnel; W. C. Brown, the Central's new hird vice-president; D. B. McCoy, superinendent of the Hudson division of the Central, Dewitt C. Moon, superintendant of the Rome, Watertown and Ogdensburg Railroad; W. H. Marshall, general superintendent of the Lake Shore road; A. C. Miller, the inventor of the new signal system, and a number of newspaper

The blocks in the Park avenue tunnel are from the station to Fifty-ninth street, from there to Seventy-second street, from here to Eighty-third street and from there there to Eighty-third street and from there to Ninety-third street. The up trip was made in the west side tunnel. All of the signal system that can be seen in the engine is two small incandescent bulb lights, a white one over a red one. When the engine started out the red light was set, the theory of the system being that there is always danger until a safety signal is set for the engineer.

engineer.
At the Fifty-ninth street block the distance signal was white, or safety. Just before reaching it the red bulb went out and the white one flared up. The home signal was white too, and the engine passed into the block with the white light burn-ing in the engine.

At Seventy-second street the distance

At Seventy-second street the distance signal burned green, which under the block system means a warning for the engineer to slow up and be ready to stop in case the home signal is set red, or danger. The engine signal turned red, just before reaching the distance signal, and as the home signal was also burning red, the engine signal remained at danger. Under ordinary circumstances it would be the duty of the engineer to stop at this signal, but the observation train, being on a mere the observation train, being on a mere test trip, passed right into the block. During the balance of the up trip the thing was varied, the signal in the engine

working perfectly and exactly in accordance with the block signals. The return trip was made on the east track of the main

invariably made its distance signal changes just before reaching the block signal, while its home signal changes were made just as it passed the home signal. Mr. Miller explained that for the sake of greater explained that for the sake of greater safety the distance signal change was made before the engine reached the block signal, in order to give the engineer a chance to compare it with the block signal.

The installment of the Miller signals, according to the inventor, is comparatively simple. Insulated Weber joints are placed in the rails at the distance and home signals.

simple. Insulated Weber joines and home sign in the rails at the distance and home sign the current to the block. Signal batteries are placed between the joints, and the red and white lights in the engine are controlled by a pole changer set alongside the track and in turn con-

trolled by a track relay.

The Miller system is a transfer of the signals set at the side of the tracks to the engine, where the engineer cannot fail to see them under any circumstances. has been demonstrated only too often, is difficult to see the side track signals in the Park avenue tunnel on dark days or when the tunnel is filled with smoke. In addition to acting as a duplicate of the side track or block signals, it is also a check on them, for Mr. Miller says that it will show danger at the distance and home signals if the block ahead is occupied, even if through some error of the tower operator the block signal is set at safety. Furthermore the electrical device used prevents any change from danger to safety of the engine signal, until the train in the block ahead has passed 800 feet out of the

The Central officials said vesterday that they regarded Mr. Miller's system as the best and safest device yet perfected for the operation of trains in tunnels, and in-timated very plainly that if a few more tests as satisfactory as vesterday's were made the installation of the system would begin at once. Neither the block nor the torpedo signal will be abandoned if the new one is put in, and with these three systems in use the Central officials believe the Park avenue tunnel will be the safest in operation in this country.

HOW WAS TRAINOR KILLED?

Some Mystery About the Death of a Arrested Man From Newark.

The police and the Coroners' office ar inquiring into the case of John Trainor, who died in Bellevue Hospital yesterday. Policeman Thomas Blake of the Bridge squad found Trainor helpless and apparently intoxicated on the sidewalk at Park row and North Williams street on Thursday afternoon. "Trainor was bleeding from a scalp wound and talked somewhat incoherently. The policeman asked him how he had been hurt and he said:
"That's all right: it might have been." "That's all right; it might have been

worse."
Blake took Trainor to the Oak stree station in a patrol wagon. His wound was dressed by Dr. Coche of the Hudson street hospital and he was locked up. He was arraigned yesterday morning in the Tombs police court, and, because of his stupefied condition, was sent to Bellevue Hospital.

Coche says that Trainor was intoxi-

cated and appeared to be only slightly hurt. An autopsy will be made to de-termine the cause of Trainor's death. Mrs. Mary Trainor of 65 Littleton avenue, Newark, went to Bellevue Hospital last night and identified Trainor as her son. Then she fainted. Later she said that on May 7 her son was induced by a friend to go into the harness-making business in Brooklyn. Two or three weeks ago she had a letter from him. Since then she had

lost trace of him. Court Calendars This Day.

Supreme Court Special Term-Part II. Court opens at 10:30 A. M. Ex parte matters.
City Court-Special Term. Court opens at 10 A. M. Motlons.

APARTMENTS MESTERISAL'S STRUCTURES

THE TVRRETS THE TOWERS S.E. Cor. Riverside Drive at 84th Street.

Suites of 10, 11, & 12

Soutes of 2, 11, & 12

Soutes of 3 Bath rooms.

Rentals, \$2,000 to \$3,500.

CHINESE PRINCE HERE TO-DAY

MAYOR'S SECRETARY TO MEET CHEN DOWN THE BAY.

Minister Probably With Him-Wu Ting-fang Getting Ready to Leave Is He'll Write His Impressions When at

Home in China-Prince's Stay Brief. Although Prince Chen, who went abroad o be China's representative at the coronation of King Edward and who arrives here to-day on the St. Paul on his way home, does not pass through this city in an official capacity, his coming here will not be ignored by the city officials.

James B. Reynolds, the Mayor's private secretary, will go down the bay in a tug o the St. Paul and extend a formal greeting o Prince Chen. Mr. Reynolds will accompany the Prince's party to the Walforf-Astoria, where it will remain until Monday or Tuesday. Then the Prince eaves here for the Pacific coast, where e is to embark for home.

Minister Wu Ting-fang will be at the Waldorf-Astoria to greet his titled counryman. He came here yesterday in order to be in the city when the Prince arrives. He had not decided last night whether to go down the bay to meet the Prince or to remain at the hotel, but said he thought

remain at the hotel, but said he thought he would remain at the hotel.

Prince Chen was to leave this city on Monday so that he would have plenty of time to make the trip across the continent to Vancouver, from which port he sails on Aug. 18. But this was changed, President Fornes of the Board of Aldermen, who is acting Mayor in the absence of Mayor Low has now planned to call on the Prince.

who is acting Mayor in the absence of Mayor Low has now planned to call on the Prince on Monday morning, and expects a return of the call at the City Hall on Monday afternoon. Minister Wu will have charge of the Prince's movements while he is here, and it is safe to say that the Prince will remain here over Monday.

Sir Liang Chen Tung, who is eventually to succeed Wu Ting-fang as Chinese Minister here, may arrive on the St. Paul in Prince Chen's party. Sir Liang is not a stranger here. He received part of his education at Phillips Andover Academy and also studied at Amherst. He is 39 years old and one of the best-educated men in China. Minister Wu said last night that he would go to Washington with Sir Liang after Prince Chen leaves here, and that he exexpected to be able to go back to China himself some time in September.

"When I get home I shall have all the time I want to codify the laws of my country for one thing and I want to do some writing. I want to write a history of my aversione."

or one thing and I want to do some writing want to write a history of my experiences. especially my experiences in this country. I have seen a good deal said about my writing a book of my American impressions. but I want to say to you that I haven't written a line on the subject yet and it may be months before I get a chance to

SUIT OVER \$700,000 MORTGAGE. In a C. P. Huntington Transaction S. H.

Kneeland Says He Was Tricked. Argument was heard by Supreme Court Justice Dickey in Brooklyn yesterday on a motion to compel Sylvester H. Kneeland to file his answer in the suit brought by Mrs. Arabella D. Huntington and Charles H. Tweed, executors of the estate of the late Collis P. Huntington, against Sylvester H. Kneeland and others to foreclose a \$700,000 mortgage on property in Yonkers

Counsel for Mr. Kneeland said that before he could file the answer he must be permitted to examine Charles H. Tweed, Joseph H. Clinch, Gen. Thomas H. Hubbard and Isaac E Gates. He said that at the time the mortgage was given Mr. Kneeland had also given to Mr. Huntington as collateral security certain stock in the Toledo and Western Railroad Company, which was not to be disposed of.

Counsel said that Mr. Huntington had sold the stock to Joseph H. Clinch at \$2.50 a share and that Clinch had exchanged the stock for trust certificates of the railroad. which was reorganized as the Toledo, St. Louis and Kansas City Railroad, the stock of which was worth \$22 a share at present.

Counsel said that Mr. Clinch was only a dummy and that the sale was a pretence and that in reality the Huntington estate held the stock despite the fact that the trust certificates were made out in the name of Gen. Thomas H. Hubbard.

of Gen. Thomas H. Hubbard.

"Every dollar of that stock, we claim, is applicable to Mr. Kneeland's debts," said counsel; "this man Clinch is an employee of the Union Pacific Railroad Company, and the Union Pacific Railroad Company is the Huntington estate, so while the Huntington estate might not do so, the Union Pacific Company might find it advantageous to send Clinch to San Francisco and out of the jurisdiction of this court."

parisons, Shepard & Ogden, counsel for the Huntington estate, opposed the motion. They said that the time had twice been extended to the defendant to file his answer. Counsel said that the whole matter was a simple one that could be settled by an order of reference to compute the amount due the Huntington estate.

Justice Dickey took the papers and re-

served decision.

CHIEF CROKER'S JERSEY RIDE. He Shifted From His Anto to an Undertaker's Wagon, for Reasons.

BAYONNE, N. J., Aug. 8 .- Fire Chief Croker of New York had an interesting and comical experience in this city yester-day. He was speeding along the Boule-vard in his automobile when a part of the machinery broke and the Chief was stranded five miles from home

He was inspecting the damage when O'Brien's undertaking wagon came along with William Haywood on the box. He with William Haywood on the box. He stopped to look at the stalled auto and the Chief explained who he was and asked for Chief explained who he was and assect to the disabled auto was hitched to the undertaker's wagon and hauled to a repair where the broken machinery was

shop where the broken machinery was fixed. Chief Croker rode on the seat with Haywood and remarked that it was the

Abe Cahn, the Horseman, Dead.

St. Louis, Mo., Aug. 8 .- Abe Cahn, the orseman, died to-night of typhoid fever. He was well known on every racetrack and was the owner of a number of speedy cracks, among them Typhoon, the Louis-ville Derby winner, which he sold for \$15,000; Terra Firma, Linda and Buck Vedere.

The Killians Sepa_ate at Her Suit. Fannie Killian has obtained a decree of separation against John D. Killian, dealer in bicycles, from Justice Giegerich of the Supreme Court with permanent alimony of \$7 a week. They married on Feb. 6, 1899, and have twins. She is a Jewess and he is a gentile, and he contended that their estrangement was in part due to difference in religion.

ALDERMAN BRIDGES IS DEAD.

BOILER-MAKING ORATOR WHOSE LIFE WAS IN POLITICS.

The Height of His Ambition Reached When Boss McLaughlin Chose Him to Represent His Ward in the Aldermanic Body of the Greater City of New York.

Alderman James G. Bridges, who has been probably the most picturesque member of the Board of Aldermen since the organization of the greater city, died at 4:15 o'clock yesterday afternoon at his home, 285 Front street, Brooklyn, from the pneumonia which attacked him about ten days ago. He remained conscious until a few hours before his death and spoke calmly to his three daughters and four sons who were gathered about his bedside. Alderman Bridges was born in the Fifth ward, which he represented, 58 years ago, a short distance from the house in which he died, and no man was better known or had a wider circle of friends among the people in the lower section of Brooklyn borough. With but little schooling, he started, when 12 years old, to learn the trade of a boilermaker, and made such progress that within six years he had the reputation of being the best boiler riveter in the district.

His political activity began when he reached his majority and he joined Hose Company No. 5, the company known among the old volunteer firemen as the "Frontiers." He continued to run with the machine and mix up in the battles of the "vets" until

the paid department was organized. More than twenty years ago he had already acquired a considerable "pull" in the stormy Democratic politics of the Fifth ward, and ex-Senator John McCarty, ex-Congressman John J. Clancy, John Pyburn and other statesmen found him a useful man to have around when there were any

man to have around when there were any primary combinations to be made.

He received his first official recognition when the late Revenue Collector Robert Black made him one of his deputies. Bridges was assigned to hunt up the moonshiners in the Williamsburg district, and it is said that he had more successful raids to his credit than any of his associates in the department.

to his credit than any of his associates in the department.

While he was serving in the Revenue Department he was elected a delegate to the Democratic County Committee and with the exception of a brief interval he continued to be a member of that body until the close of his life. It was during the long period of his service in the committee that he disclosed the gift of oratory which made him such a notable figure among the Aldermen for the last four years and a half.

On losing his Government job he was appointed by the late Judge Moore an officer in the County Court, and he retained this place until his election as Alderman in 1897. He was greatly elated when

man in 1897. He was greatly elated when Hugh McLaughlin selected him to repre-sent his old district as the first Aiderman under the new Charter, and on election night, in an address to his cheering con-stituents, he declared that he had reached the height of his ambition.

Last year Alderman Bridges was re-

elected from the Forty-sixth district, which includes the Second and Fifth wards, by a plurality of over 2,000. Alderman Bridges was a very devoted churchman and aided materially in raising funds for the construction of St. Annes thurch at Gold and Front streets. Of his four sons, James J. Bridges, Jr., is a member of the Fire Department, John Bridges is a clerk in the Surrogates Court, Bernard J. Bridges is an officer in the Court of Special Sessions, and Charles Bridges is a machinist. Of the three daughters, two are married. Alderman Bridges had been a widower for several years

Obliuary Notes.

The funeral of Miss Emeline Amanda Dodge, who died on Wednesday in her ninety-fourth year, took place yesterday afternoon from her late home at 330 DeKulb avenue, Brooklyn Miss Dodge was the last survivor of a family of eleven prothers and sisters. She was a descendant of Tristan Dodge, who came from England in 1661, and became one of the first settlers of Block Island Samuel Dodge, another ancestor, came from Block of the first settlers of Block Island. Samuel Dodge, another ancestor, came from Block Island to New York city a century and a half ago, and until his death in 1761 resided at 378 Pearl street. It was in this house that Miss Dodge was born in 1809. She moved to Brooklyn with her family in 1840. In early life she was engaged in missionary work along the waterfront. Owing to a fracture of the thigh she had been confined to her room for the last fourteen years.

room for the last fourteen years.

John H. Twachtman, the landscape artist, of this city died yesterday at the Addison Gilbert Hospital in Gloucester, Mass. Mr. Twachtman was reared in Cincinnati, and made scenes in and about Cincinnati the subjects of many of his pictures. He studied at the Art Museum there and under Frederick Duveneck. After a trip to Munich, where he continued his studies, he returned to Cincinnati. He taught a class formed by the women of the Museum Association. His son was a student at Yale and took a prize for his art work. Several years ago Twachtman came to New York and opened a studio.

WIDOW ASKS FOR JEWELS. Publisher Donnell Acknowledges Indebt-

edness, but Says He Didn't Take Them. Mrs. Lizette L. Dickinson, who was eft a widow by the death of her husband. a Manhattan physician, four years ago, had Raymond L. Donnell, a publisher, before Magistrate Furlong in the Gates avenue court in Brooklyn yesterday to explain why he would not return some

explain why he would not return some jewels, valued at \$200, which she said he had taken from her.

Mrs. Dickinson alleged that the jewels were taken by Mr. Donnell while he was sick in her flat, at 1462 Bedford avenue, on Feb. 19 and 20 last, when she was engaged in nursing him. Mr. Donnell denied that he took them or that he was in Mrs. Dickinson's house on the days in Mrs. Dickinson's house on the days in

Herbert F. Andrews, who appeared as counsel for Mr. Donnell, said that there was absolutely no truth in the charge of larceny. He admitted that his client owed the woman some money, which

Furlong said that he was not stronly im-pressed with the people's side of the case, but that he would reserve his decision.

Barge 13 in a Collision Standard Oil barge 13, in tow of a tug, ran into the ferryboat Flushing, bound from Long Island City to Thirty-fourth street, yesterday morning, in midstream of the East River. The Flushing was crowded and the violent bumping made the women folks scream. The Flushing's after rail on the starboard side was smashed. She was laid up after landing her pas-sengers. The oil barge was not dam-

The Bon Ton Gets a License After Two Refusals. After having twice refused to grant a

license to the Bon Ton, a Twenty-third street music hall, against which the Parkhurst society and the Sabbath Observance Committee have carried on a campaign for some time, Police Commissioner Partridge yesterday gave Jacob Meyer the right to

Di Rudini Recovering.

The Marquis Carlo Di Rudini, son of the former Premier of Italy, who was operated on at Dr. William T. Bull's private sani-tarium at 33 East Thirty-third street on Thursday for appendicitis, was said last night to be recovering.

This signature is on every box of the genuine Lazative Bromo-Quinine Tablete

If You Want

to buy an evening newspaper that will give you all the news up to the moment of its various editions, succinctly told and carefully gathered, and at the same time furnish material for a few hours' interesting reading on special topics, expend one cent for

The Evening Sun TO-DAY

King Edward

will be crowned to-day. THE EVENING SUN will have its own story of the Coronation, cabled from London by its own correspondents. (By the way, THE EVENING SUN was the first newspaper to announce authoritatively the serious illness of the King at the time when about everybody but his physicians was looking forward with confidence to his Coronation in June.) An interesting analytical study of Britain's Sovereign will be published in connection with the news account of the Coronation.

Shooting Near New York

A big shooting preserve within a few minutes of the metropolis. A ride over it with gun and dog.

Raising Millions

How one man got together \$17,000,000 in three years. Methods and personality of the Rev. Dr. Edmund M. Mills, and the story of the Twentieth Century Thank Offering of the Methodist Episcopal Church.

The Colonel Renews His Salmon Days

Third installment of the series descriptive of salmon fishing in Labrador, illustrated from photographs taken by the writer.

Making Americans

The interesting work being done by the Summer Schools. A visit to a school in Brownsville, which is about as unlike our ordinary idea of a school as possible. Illustrated.

Marrying by Moonlight Trials and tribulations of a Jersey Justice.

Collecting Animals Result of a foreign trip of a member of the New York Zoological Society.

These are only some of the special features of THE EVENING SUN to-day. All the regular features: Financial, Religious, Fiction, Sports, Racing, etc.

THE EVENING SUN

CHEROKEE TREATY RATIFIED. There Was a Majority of About 2.000

-Deeds to Lands Now Assured. VINITA, I. T., Aug. 8.—The election on he ratification of the Cherokee treaty resulted in a landslide in favor of the measure,

the majority being placed at 2,000. There is much rejoicing, as the Cherokees are anxious to have deeds to their lands and this is now assured. Many full-blooded Indians refrained from voting, having agreed to stay away from the polls at a

mass meeting recently held. Warrant for A. F. Power Refused. The application of Gov. Charles Dean Kim all of Rhode Island for a warrant for the arrest of Andrew F. Power, on the charge of obtaining money under false pretenses and wrongfully misapplying the same, was denied by Magistrate Flammer in the Tombs police court yesterday. Magistrate Flammer said that the accusations against Mr. Power were not substantiated. He then dismissed the case with the proviso that a new application could be made when that a new application could be made whe Gov. Kimball's attorney, Mr. Hunt, ha Gov. Kimball's attorney, Mr. Hunt, had prepared affidavits in which he could ac

tually prove some specific charge

are overworked

If your system is run down or you

take JOHANN HOFF'S EXTRACT

INSIST upon JOHANN HOFF'S and rou will not be imposed upon. No substi-ute is "just as good." EISNER & MENDELSON CO. of New York, Sole Agents.

in the World of Fashion much transpires that finds its way to THE SUN'S Woman's Page first. This is one fea-ture that makes THE SUN a desirable home

No Reputable Physician will hazard the well being of

his patient or his own reputation by prescribing anything but straight whiskey, such as

OLD CROW RYE

in his practice. He knows that honest whiskey will be a benefit. There are serious doubts about other whiskies. Gold medal awarded Paris, 1900.

H. B. KIRK & CO., N. Y.

EVERY HOUSEHOLD and TRAVELLING TRUNK ENO'S FRUIT SALT.

A SIMPLE REMEDY FOR PREVENTING AND CURING BY NATURAL MEANS All Punctional Derangements of the Liver, Errors in Diet (Eating or Drinking), Billousness, Sick Headache, Constipation Peverish Cold, and Fevers of all kinds. ITS EFFECT IS SIMPLY MARVELLOUS. It IS, IN fact, MATURE'S SWN REMEDY, and an UNSURPASSED ONE.

Prepared only by J. C. ENO. Ltd., at the 'FRUIT BALT' WORKS, LORDON, ENGLAND, by J. C. ENO'S Patent. Wholesale of Messrs. E. Forgana & Co., 25, 28, and 30, North William Street, New York.

—like other intelligent and discerning citizens, male and female—have learned that THE SUN and THE EVENING SUN are at the top of the heap. That's why THE SUN's advertising grows so rapidly.—Adv